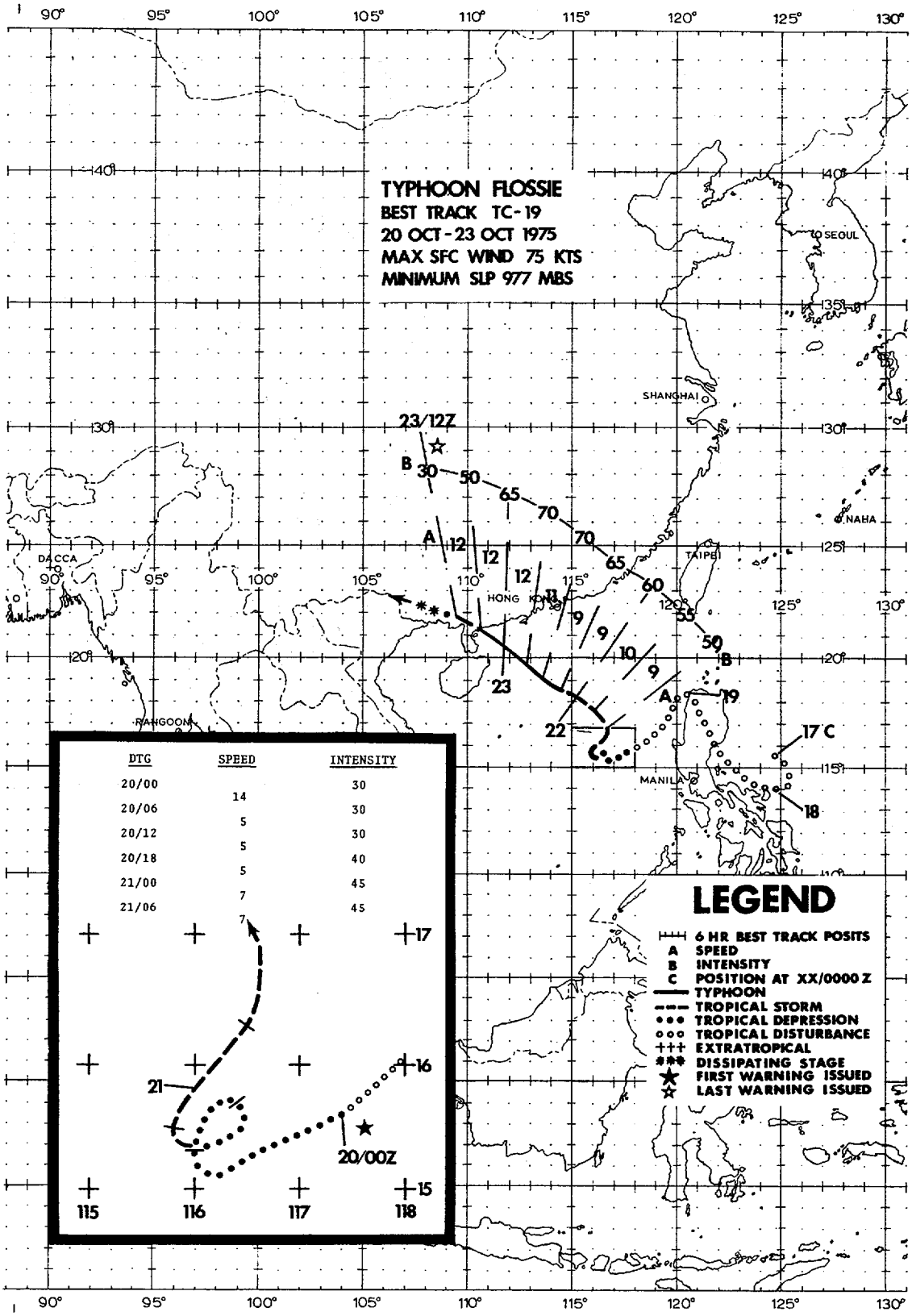
TYPHOON FLOSSIE
BEST TRACK TC-19
20 OCT - 23 OCT 1975
MAX SFC WIND 75 KTS
MINIMUM SLP 977 MBS
SEOUL
SHANGHAI
NAHA
TAIPEI
HONG KONG
DACCA
RANGOON
MANILA
23/12Z
B 30 50 65 70 70 65 60 55 50 B
A 12 12 12 11 9 9 10 9 A 19
23
22
17 C
18
DTG SPEED INTENSITY
20/00 30
14
20/06 30
5
20/12 30
5
20/18 40
5
21/00 45
7
21/06 45
7
21
20/00Z
115 116 117 118
15 16 17
LEGEND
6 HR BEST TRACK POSITS
A SPEED
B INTENSITY
C POSITION AT XX/0000 Z
TYPHOON
TROPICAL STORM
TROPICAL DEPRESSION
TROPICAL DISTURBANCE
EXTRATROPICAL
DISSIPATING STAGE
FIRST WARNING ISSUED
LAST WARNING ISSUED

The circulation which was to become Typhoon Flossie was first analyzed 500 nm west-southwest of Guam on the 0000Z surface analysis of 14 October. This disturbance, apparently initiated by an upper tropospheric cyclone, then began drifting west. Its development was somewhat retarded on the 15th and 16th by the presence of T.D. 18 420 nm to the north-northeast. On the 19th the disturbance moved into the South China Sea after crossing Luzon and began to intensify.

The first warning was issued on the morning of the 20th based on satellite and synoptic data. Early the next morning reconnaissance aircraft reported a central pressure of 989 mb and T.D. 19 was upgraded to Tropical Storm Flossie.

Mid-tropospheric ridging extending from the central North Pacific to the northern portion of the South China Sea was the controlling factor in steering Flossie. A weakness developed in this ridge during the next few days, producing extremely weak steering flow. This caused the storm to follow an erratic track during the period from 200000Z to 211200Z (Fig. 4-22).

A container ship, the SS Mayaquez, reported a pressure of 980 mb and 60 kt winds on the afternoon of the 21st. At that time the Mayaquez was 40 nm south-southwest of the storm center. Flossie was upgraded to typhoon on the afternoon of the 22nd when located about 250 nm south of Hong Kong. Two timber freighters, the Ming Sing and Kinabalu Satu, sunk between Flossie and the southern approaches to Hong Kong on the 21st and 22nd, respectively. Due to the high seas and typhoon force winds, all rescue efforts failed and a total of 44 men were lost. Three survivors were picked up in a life boat a week later.

Flossie reached a maximum intensity of 70 kt on the evening of the 22nd. By the 23rd, the mid-tropospheric ridging was reestablished, and Flossie tracked northwest in the expected climatological direction for this area and time of year. As the typhoon approached landfall on the 23rd, its circulation was disrupted in the northeast quadrant by the terrain and its intensity began to diminish rapidly. Flossie made landfall on the afternoon of the 23rd on the northeast portion of the Luichow Peninsula (Fig. 4-23). Winds at that time were down to 50 kt.

Although Typhoon Flossie's maximum winds were only 70 kt, the seas generated in the northern South China Sea remained a threat to shipping for several days.

FIGURE 4-22. *Flossie as a 45 kt tropical storm approximately 225 nm east-southeast of the Paracel Islands, 21 October 1975, 0032Z. (DMSP imagery)*

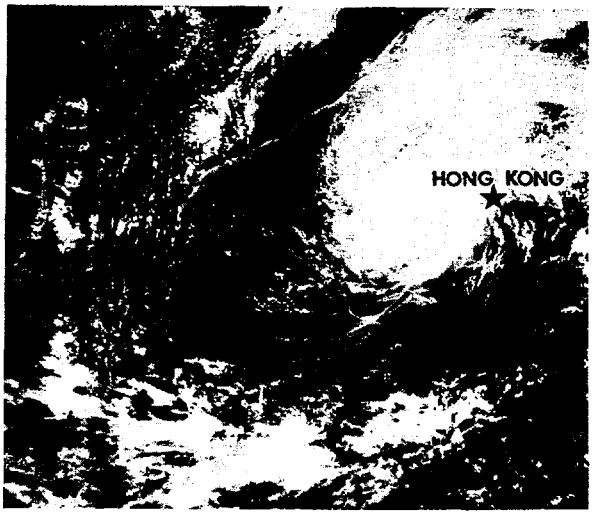

FIGURE 4-23. *Flossie just prior to making landfall on Luichow Peninsula some 200 nm west-southwest of Hong Kong. (DMSP imagery)*